



WELLS + ASSOCIATES

December 14, 2011

Mr. Jeff Jennings  
District Department of Transportation  
Suite 400  
55 M Street, SE  
Washington, DC. 20003

RE: Zoning Commission Case #10-28  
901 Monroe Street, NE  
Washington, D.C.

Dear Jeff:

We have received DDOT's comments dated October 17, 2011 and the comments transmitted in your email dated October 21, 2011 regarding the transportation impact study for the above-referenced project. Our response to each comment is provided below. Additionally, four copies of the revised transportation impact study are enclosed for your review.

October 21, 2011

**Comment #1: The transportation demand management plan strategies are not listed. DDOT calls into question whether there is consideration for a non-auto mode split as referenced on p. 31 of the TIS.**

**DDOT prefers to see a robust TDM plan for the 901 Monroe Street project. Please consider offering each residential unit purchaser/ leaseholder an annual membership to Capital Bikeshare in addition to an annual membership to Zipcar. These are viewed as tangible items for residents and retail employees to use as opposed to encouraging the building occupants to use alternative modes.**

**Response:** Section 8 of the revised Transportation Impact Study outlines a Transportation Demand Management Plan and a Loading Management Plan for the site.

The subject site is directly across the street from the Brookland – CUA Metro Station. As such, the site will inherently experience a higher non-auto mode split than similar developments that are not proximate to public transportation.

The Institute of Transportation Engineers' Trip Generation rates that were used as a baseline are based on sites with virtually no public transportation and limited walkability. Therefore, it is appropriate to apply an adjustment to account for urban

conditions; specifically, to account for the prevalence of public transportation and the pedestrian and bicycle amenities available in an urban environment.

In order to estimate the non-auto mode split for the site, WMATA's 2005 Ridership Survey was used. Based on the Ridership Survey, a 49.2 percent non-auto mode split was calculated for the residential component and a 36 percent non-auto mode split was calculated for the retail component. Accordingly, the non-auto mode splits used in the study (50 percent for the residential component and 30 percent for the retail component) are appropriate.

The assumption for the residential component is further substantiated by census data for the area surrounding the site. Based on 2000 census data, the non-auto mode split in the area is 42 percent. Another 14 percent of residents carpool to work. The census data are summarized in Table I.

Table I  
 Summary of Journey-to-Work Data  
 2000 U.S. Census

Mode of Transportation	Persons	Percent
<b>Car, Truck, or Van</b>		
Drove Alone	4,159	44.0%
Carpooled	1,308	13.8%
<b>Total</b>	<b>5,467</b>	<b>57.8%</b>
<b>Public Transportation</b>		
Bus	1,060	11.2%
Streetcar	7	0.1%
Subway	1,873	19.8%
Railroad	49	0.5%
Ferryboat	0	0.0%
Taxicab	55	0.6%
<b>Total</b>	<b>3,044</b>	<b>32.2%</b>
<b>Other</b>		
Motorcycle	7	0.1%
Bicycle	27	0.3%
Walked	612	6.5%
Other means	38	0.4%
Stayed Home	258	2.7%
<b>Total</b>	<b>942</b>	<b>10.0%</b>
<b>All Modes</b>	<b>9,453</b>	<b>100%</b>

**Comment #2:** As part of the TDM plan, Horning Brothers should consider installing digital displays (flat screen television) inside of the building lobby to exhibit to the building residents and visitors the area transportation options. The digital display may include the nearest Capital Bikeshare rack, real time WMATA train arrival, next bus/Circulator information, etc.

Response: The Applicant has outlined a Transportation Demand Management Plan, which is included in Section 8 of the revised Transportation Impact Study; however, the applicant is not able to commit to a digital display at this time.

**Comment #3:** DDOT suggests Horning Brothers install a minimum of 2 separate vehicle spaces for car-sharing inside of the 125 space underground parking garage. Please show evidence of your dialog with the car-sharing company that this is an agreed upon location for the company to locate the car-sharing spaces.

Response: The Applicant has been discussing the feasibility of locating car-sharing vehicles in the proposed garage. To-date, a car-sharing provider has not committed to locating vehicles at this location. However, the Applicant will provide two spaces should a car-sharing service agree to provide cars at this location.

**Comment #4:** The 9th and Monroe TIS states, "The increase in traffic at the study intersections could be offset by the timing improvements at the Monroe Street/9th Street/Wmata driveway intersection." DDOT does not support this conclusion as a means to mitigate the future traffic impacts.

Minor timing adjustments were recommended at the three signalized study intersections. As outlined in Section 7 of the Transportation Impact Study, the timing adjustments are minor in nature and involve only reapportioning green time and not altering the network cycles lengths. We believe that these types of timing modifications would be made in the normal course of maintaining the coordinated network to accommodate changes in traffic patterns related to area development. Because the recommended timing adjustments, which are very minor in nature (shifting just one to four seconds of green time), adequately mitigate the impact of the proposed development, the increase in traffic associated with the proposed redevelopment does not rise to the level of requiring additional lane capacity or other significant improvements.

**Comment #5:** The study has suggested using a 1% annual increase, of regional traffic growth rate, per year, to 2015. Please use a 2% annual increase and a 2020 background traffic forecast so DDOT may view the data as more conservative.

Response: A two percent growth rate was used in the revised Transportation Impact Study. Additionally, the horizon year was changed from 2015 to 2020.

**Comment #6: The 9th and Monroe TIS should map the land use plans in and around Brookland and Catholic University for the next 7-10 years. A visual in the form of a map will aid in the review process.**

Response: Figure E-1 in Appendix E shows the location of all the known planned or approved pipeline projects in the area.

**Comment #7: The Square 37 project will provide 125 below-grade parking spaces. DDOT expects the number of residential parking spaces to remain only for residents of the building. The parking spaces are not to be offered up for non-residential lease opportunities. The outside lease opportunities will lead to additional vehicle trips in the neighborhood. Horning Brothers needs to agree to this condition in writing before advancing to the public hearing.**

Response: DDOT's position is noted.

**Comment #8: The TIS should indicate and explain the Walk Score of the project address. While this is an informal review of the walkability factor, it provides some guidance of the nearby amenities to the project.**

Response: The 901 Monroe Street, NE site is considered to be "very walkable" and has "Excellent Transit" according to the Walk Score website ([www.walkscore.com](http://www.walkscore.com)). In fact, the site scores 88 out of a possible 100 on the walk score scale and 73 out of a possible 100 on the transit score scale. The walk score considers how close various amenities, such as restaurants, coffee shops, grocery stores, stores, schools, parks, and banks, are to the site. The transit score considers how close rail and bus services are to the site. The scales utilized by Walk Score are shown in Table 2.

The Transportation Impact Study has been updated to include the Walk Score information.

Table 2  
Walk and Transit Score Scales

WALK SCORE	DESCRIPTION
90–100	Walker's Paradise — Daily errands do not require a car.
70–89	Very Walkable — Most errands can be accomplished on foot.
50–69	Somewhat Walkable — Some amenities within walking distance.
25–49	Car-Dependent — A few amenities within walking distance.
0–24	Car-Dependent — Almost all errands require a car.
TRANSIT SCORE	DESCRIPTION
90–100	Rider's Paradise — World-class public transportation.
70–89	Excellent Transit — Transit is convenient for most trips.
50–69	Good Transit — Many nearby public transportation options.
25–49	Some Transit — A few nearby public transportation options.
0–24	Minimal Transit — It is possible to get on a bus.

**Comment #9:** There is no mention of the property management assisting with the loading management plan. The loading management plan needs to provide a better understanding of how the property management team is to take full responsibility of the loading and assist residents with move-in and move-out of the building.

**Response:** A detailed Loading Management Plan has been included in the revised Transportation Impact Study (Section 8). A member of the property management staff will be designated as the Loading Coordinator and will be responsible for assisting residents with move-in and move-out.

**Comment #10:** If there is a food/beverage retailer located on the ground floor of the proposed project, trash pick-up will need to occur daily. Please provide more information on the proposed ground floor retail.

**Response:** Although the retail uses have yet to be identified, it is anticipated that up to six retail uses could be provided, including a potential sit-down restaurant. The trash for the building is internal to the site and will be enclosed.

**Comment #11: DDOT prefers to see residential bicycle parking located on the ground floor of the building, instead of locating most of the residential bicycle parking inside of the underground parking garage. The ground floor bicycle parking allows the bicyclist easier connection to bring the bicycle outside. A bicycle room, located adjacent the residential lobby, should be an option that Horning Brothers.**

Response: Approximately 58 bicycle parking spaces will be provided for the residents on the garden level of the building. Approximately eight bicycle spaces will be provided for retail employees on the ground level.

**Comment #12: There is no mention of shower/changing facilities for the retail employees if they wish to bicycle or exercise. DDOT prefers to see the TIS note some indication that the 9th and Monroe project will allow for the retail employees to have access to shower/changing areas.**

Response: Shower and changing facilities will be provided for retail employees.

October 21, 2011

**Comment #1: The TIS states that Wells & Assoc. collected turning movement counts (p. 4) but doesn't indicate when. Please include the dates of data collection on this information and on this page.**

Response: Updated turning movement counts were conducted on November 15, 2011, as indicated in Section 3 of the revised Transportation Impact Study.

**Comment #2: On p. 4 Wells & Assoc. states the following: The increase in traffic at the study intersections could be offset by timing improvements at the Monroe Street/9th Street/ WMATA intersection. Please provide proof or evidence of signal timing mitigating the problems.**

Response: Table 7-1 in the previous study summarized the level of service for each of the study intersection under the 2015 Total Future conditions with Improvements. This table shows that each intersection will operate at an acceptable level of service with the adjusted green time at the Monroe Street/9th Street/WMATA intersection. The revised transportation impact study recommends minor signal timing adjustments at the three signalized study intersections. As summarized in Table 7-2 in the revised transportation impact study, the timing adjustments result in the signalized study intersections operating at acceptable levels of service during both the AM and PM peak hours. The recommended signal timing adjustments are summarized in 7-1.

**Comment #3: Synchro version 8 Studio is available, Instead of Synchro version 6, please use the most recent version.**

Response: Synchro version 8 was used in the updated traffic impact study.

**Comment #4: On p 22. The table has mention of a hotel inside of the Air Force Retirement Home Master Plan. The hotel does not have a square footage associated with. Please explain the lack of square footage data.**

Response: Table 4-1 in the updated traffic impact study was updated to illustrate the size of the hotel (123,026 SF).

**Comment #5: Some of the data you used dates back to the CUA Master Plan from 2002. Is there more current data that you can reference?**

Response: At the time the revised study was conducted, CUA had not yet obtained approval for their 2012 Campus Plan. Therefore, the enrollment caps outlined in the 2002 Campus Plan are still applicable. The trip generation for CUA was updated in the revised Transportation Impact Study to reflect updated enrollment numbers.

**Comment #6: Table 4-3 (p.30) should be updated with the more current Synchro software.**

Response: Synchro version 8 was used in the revised Transportation Impact Study.

**Comment #7: Please clarify Table 7-1 and whether an improvement is indicated for the increased delay (AM) for the Monroe Street/9<sup>th</sup> Street/WMATA driveway in the AM. It appears there is an improved result increased delay.**

Response: The signal timing recommendations were made either to improve levels of service for a particular lane group or to improve levels of service for the overall intersection. In cases where a level of service for an individual lane group was improved, the timing adjustments resulted in a slight increase in the overall delay in some instances. However, the overall level of service would remain at acceptable levels of service, with the exception of the Monroe Street/10<sup>th</sup> Street intersection, which is projected to operate at a LOS E under future conditions without or with the proposed development.

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I trust that this information adequately addresses your concerns regarding the 901 Monroe Street Transportation Impact Study. Please do not hesitate to contact me at 724-933-9010 or [jlmilanovich@mijwells.com](mailto:jlmilanovich@mijwells.com) with any questions regarding this matter.

Sincerely,

A handwritten signature in black ink that reads "Jami L. Milanovich". The signature is written in a cursive, flowing style.

Jami L. Milanovich, P.E.  
Principal Associate

Enclosure: 901 Monroe Street Transportation Study (December 2011)

cc: David Roodberg, Horning Brothers  
Paul Tummonds, Goulston and Storrs





**WELLS + ASSOCIATES**

## **901 MONROE STREET, NE PLANNED UNIT DEVELOPMENT**

### **TRANSPORTATION DEMAND MANAGEMENT PLAN**

While the location of the proposed development is expected to naturally encourage the use of transit, the Applicant has also identified several other strategies to encourage the use of non-auto modes of transportation. Specifically:

1. The Applicant currently is in coordination with Zipcar to determine the feasibility of locating Zipcars on site. The final determination on whether and how many Zipcars will be located at the site will be made by Zipcar.
2. Significant bicycle parking will be provided on-site for both retail employees and residents. Bicycle parking for the retail employees will be provided on the first floor. Bicycle parking for the residents will be provided on the garden level.
3. Shower and changing facilities will be provided on site for employees who wish to walk, jog, or bike to work.
4. A business center will be provided in the residential building for residents who telecommute.

### **LOADING MANAGEMENT PLAN**

The site has been designed to accommodate trucks up to 45-feet in length. Trucks will access the site front-first via 10<sup>th</sup> Street and will exit the site front-first via 9<sup>th</sup> Street. No backing maneuvers will be required on public streets. Truck diagrams are provided in Appendix L.

A truck management plan has been developed to promote safe and efficient travel for all users, (e.g. cars, trucks, and pedestrians) and to set forth guidelines and procedures for loading and delivery operations that will avoid adverse impacts on the residents of the proposed building and the surrounding community. The following are the components of the truck management plan:

1. A member of the on-site management team will be designated as a loading coordinator (duties may be part of other duties assigned to the individual). He or she will coordinate all loading activities of the residential building (including deliveries, trash disposal, and residential move-in and move-out activities). The loading coordinator will be responsible for informing tenants of the guidelines and procedures for loading and delivery operations. The loading coordinator will inform tenants of DDOT's regulations for moving trucks and will work with tenants when applying for DDOT permits for moving trucks.
2. A lease provision will require all tenants to use only the loading dock for deliveries and move-in/move-out activities, except in special circumstances as outlined in #5 below.

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3. A lease provision will restrict all tenants from using trucks longer than 45.5 feet (WB-40), except in special circumstances as outlined in #5 below.
4. All tenants will be required to notify the loading coordinator before moving in or out so that the loading coordinator can ensure no conflicting loading activities will occur and the proper permits, as required, can be obtained from DDOT. The tenant shall provide the loading coordinator the following information: time and date that the truck is anticipated to arrive, size of truck being used, and name of the moving service.
5. In the rare event that a truck longer than 45.5 feet (WB-40) is required, in accordance with DDOT policies, a permit is required and a temporary no parking zone can be established on an adjacent street to allow for curb-side loading or unloading adjacent to the building. In this case, the tenants shall notify the loading manager at least four weeks in advance so proper permits can be obtained from DDOT and "Emergency No Parking" signs issued. The tenant shall provide the loading coordinator the following information: time and date that the truck is anticipated to arrive, size of truck being used, and name of the moving service.
6. Permits are required by DDOT for trucks over 40 feet long. The loading coordinator will assist tenants in obtaining appropriate permits; however, issuance of permits is at the discretion of DDOT.
7. No truck idling shall be permitted anywhere on the premises.

**TRAFFIC MITIGATION PLAN**

1. Taking into account internal trips stemming from the synergistic relationship of the uses, the non-auto mode share, and pass-by trips to/from the retail uses, the proposed development would generate an estimated 83 AM peak hour vehicle trips and 99 PM peak hour vehicle trips.
2. At the off-site study intersections, the number of trips generated by the proposed redevelopment is expected to account for four percent or less of the total future traffic.
3. The proposed redevelopment will not have a significant impact on the traffic operations in the study area.
4. The increase in traffic at the study intersections could be offset by timing improvements at each of the signalized intersections.
5. A "Do Not Block Driveway" sign should be installed on 9<sup>th</sup> Street in advance of the proposed driveway to prevent vehicles from blocking the driveway.